change the rules. We will find in the next session ways and means to discuss such issues in a different manner, not in the Question Hour, so that more Members can participate on these issues, instead of just asking a question. So, we are working on that...

श्री रजनी रंजन साहू : बहुत सही सलाह दिया है ।

THE DEPUTY CHAIRMAN:...because we cannot discuss the whole country in the Question Hour. And the Minister has been able to answer quite a lot of questions. Question No. 562.

Closing of Patna-Farakka route by Inland water Transport Authority

*562. SHRI MOHAMMED AFZAL alias MEEM AFZAL:†
SHRIMATI KAMLA SINHA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Inland Water Transport Authority was created as a means of cheaper transport;

(b) whether it is also a fact that Water Transport is environmentally-friendly and a low cost transport; and

(c) if so, the reasons for closing down Patna-Farakha route?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Inland Waterways Authority of India was set up for the development and regulation of National Waterways.

(b) It is environmentally friendly and from point to point between places on the river front has lower cost of Transportation than other modes.

(c) Government have no intention to close down the Patna-Farakka route.

†The question was actually asked on the floor of the House by Shri Mohammed Afzal alias Meem Afzal.

श्री मोहम्मद अफज़ल उर्फ मीमअफज़ल : मैडम डिप्टी चेयरमैन साहिबा, वज़ीरे मौसूफ ने यह कबूल किया है कि माहौलियात यानी एन्वायरमेंट के हिसाब से यह अच्छा और कम खर्च ट्रांसपोर्ट का एक जरिया है । मैडम, मैं आपकी तवस्सुत से वज़ीरे साहब से जानना चाहता हूं कि आपकी वज़ारत का यह प्रोग्राम, इनलैंड वाटरवेज़, अथारिटी जो कायम की है उसको किस साल में शुरु किया और किन-किन इलाकों में शुरु किया, आपने उसके लिए कितने वैसल्स खरीदे और पहले साल में इसका बजट क्या था और 1992 में इसका बजट क्या है ?

شری محمد افضل عرف م. افضل: میڈم چیئرمین صاحبہ وزیر موصوف نے یہ قبول کیا ہے کہ ماحولیات یعنی انوائرمنٹ کے حساب سے یہ اچھا اور کم خرچ ٹرانسپورٹ کا ایک ذریعہ ہے۔ میڈم میں آپ کے توسط سے وزیر صاحب سے جاننا چاہتا ہوں کہ آپکی وزارت کا یہ پروگرام انلینڈ واٹر وے اتھارٹی جو قائم کی ہے اس کو کتنی سال میں شروع کیا اور کن کن علاقوں میں شروع کیا۔ آپ نے اس کے لئے کتنے ویسلس خریدے اور پہلے سال میں اس کا بجٹ کیا تھا اور ۱۹۹۲ میں اس کا بجٹ کیا ہے۔

उपसभापति : देखिए, इतने सवाल मत पूछिए, एक सवाल पूछिए । दूसरों को भी मौका दीजिए ।

श्री मोहम्मद अफज़ल उर्फ मीम अफज़ल : पहले साल में इसका बजट कितना था ? वर्ष 1991-92 में इसका बजट क्या है ? और, इसकी आमदनी घट रही है या बढ़ रही है ?

Transliteration in Arabic Script.

شری محمد افضل عرف م۔ افضل:
پہلے سال میں اس کا بجٹ کتنا تھا۔
ورکش ۹۲-۱۹۹۳ میں اس کا بجٹ کیا ہے
اور اس کی آمدنی گھٹ رہی ہے یا بڑھ
رہی ہے۔

SHRI JAGDISH TYTLER: I would like to inform the hon. Member that Inland Waterways Authority was set up by IWAC Act of 1985 for regulation and development of inland waterways for the purposes of shipping and navigation. Allocation of expenditure on the national waterways was done for three national waterways in the country. The first was Allahabad to Haldia, the second was Brahmaputra and the third was western waterways. Allocation of funds in the Seventh Plan was Rs. 25 crores. In 1990-91, was Rs. 9 crores; in 1991 92 it was Rs. 6.7 crores and in 1992-93 it was Rs 50 crores.

श्री मोहम्मद अफजल उर्फ मीम अफजल : मैंने आमदनी का पूछा था कि इसकी आमदनी बढ़ रही है या घट रही है ?

شری محمد افضل عرف م۔ افضل:
میں نے آمدنی کا پوچھا تھا کہ اس کی آمدنی
بڑھ رہی ہے۔

श्री जगदीश टाइटलर : आमदनी तो घट ही रही है ।

श्री मोहम्मद अफजल उर्फ मीम अफजल : मोहतरमा, आपने कबूल किया है, आपने कहा है कि—

شری محمد افضل عرف م۔ افضل:
محترمہ آپ نے قبول کیا ہے آپ نے کہا
ہے کہ۔

'Government has no intention to close down the Patna-Farakka route.'

लेकिन, क्या आप यह बताएंगे कि जो प्लेन के तहत चलना चाहिए था रूट, क्या उसी प्लेन के तहत चल रहा है या बहुत ही इररेगुलर है ?

لیکن کیا آپ یہ بتائیں گے کہ
جو پلینس کے تحت چلنا چاہئے تھا روٹ
کیا اس پلینس کے تحت چل رہا ہے یا بہت
ہی اریگولر ہے۔

SHRI JAGDISH TYTLER: I want to inform the hon. Member that we are running into huge losses, and I don't think any transport system in the country can be run with these losses. I have vessels with 600 DWT capacity and I may inform the hon. Member that in the first journey, it could get only 20 tonnes to carry; second time it could get 80 tonnes and there was nothing in the third time and again in the fifth time, there was no cargo to carry. Then it get 2 tonnes or three tonnes. So, the vessels went empty just because we wanted the vessels to run so that people could utilise this service. I feel that for the vessels of 600 DWT we hardly have any cargo available. I had no option but to close it. But we have to keep people's needs in mind and this is environmentally friendly system of transport. I can inform the hon. Member that as far as Patna to Farakka route is concerned, I have no cargo to carry. Hardly any cargo is coming. We have done everything possible to attract the people by advertisements and of going to the people. But nobody seems to be interested with the result that we had to incur huge losses. If enough cargo in available, I will see to it that there is proper transport service. If enough cargo is not available, then there are bound to be losses. Now I am concentrating on Farakka to Calcutta route. I can forsee the next question about the surplus people, and may inform the hon. Members that there are going to be surplus people who have been marking riverways. Those people will have to be transferred from there to Calcutta region.

Transliteration in Arabic Script.

SHRIMATI KAMLA SINHA: I am glad that the Government has come out with the answer that Patna-Farakka route will not be closed. But the answer which the hon. Minister has given implies that it is going to be closed. The Minister has said that no cargo is available or rather less cargo is available on this route and most of the time the vessels run empty. I would like to ask him whether it is a fact that in Patna, Allahabad and Farakka, there is no commercial staff deputed by the Inland Water Transport Authority? Then, if it is environmentally-friendly mode of transport, what has the Government been doing to popularisee this mode? Has the Government taken up, any schemes or adopted any method by which it can be popularised? I would also like to know the 8th Plan outlay for development of inland water transport system specially in the eastern sector?

SHRI JAGDISH TYTLER: First of all, I would like to point this out to the hon. Member. When I say 'at present', it means, I will give a chance. I say this because, recently, a private party, by name 'Universal Hydro-carbons', which has a factory at Mokameh, had told our officers that they would be importing about 5,000 tonnes of petro-coke. They said that they would give us the cargo. They said that they would see to it that regularly, every month, 5,000 tonnes of petro-coke are imported from Calcutta. If I get this kind of cargo, I will see to it that this service runs. But otherwise, as I said, we have done everything possible, by means of slides, through newspapers, etc. The hon. Member said that there is not enough staff. It is not a correct statement. There are people. It may not be enough, according to you. But we have people there. The problem is, there is not enough cargo. They have gone to every known businessman. They have gone to Chambers of Commerce. They have done everything possible under the Sun so that cargo comes. We have even run at zero cost to the passengers, to the people. Practically, we are running free of cost because we want that people should get interested.

I mentioned initially that it is the cheapest mode of transport. But it is point-to-point on the river-front, whereas, people have their factories 30 kms, 40 kms., away. They have to bring the cargo to the river-front. It takes a longer time. It becomes more expensive. This is one of the reasons, we feel, for people not coming.

श्री चतुरानन मिश्र : महोदया, मंत्री महोदय से मैं यह जानना चाहूंगा कि यहां जो अराजकता है आपके एडमिनिस्ट्रेशन में, इसके चलते यह बात हो रही है। यह मोस्ट डेंसिटी पापुलेटिड एरिया है और इंडस्ट्रियल एरिया है। आपका कोल का जो ट्रांसपोर्ट होता है वहां से इलाहाबाद आने में बहुत ज्यादा कॉस्ट आता है—पैट्रोल का खर्चा होता है, डीजल का खर्चा होता है। आपने कोल कम्पनी को आज तक कहा नहीं कि निअरेस्ट प्वाइंट पर वह आपको कोल सप्लाई कर दे। इसलिए मैं आपसे यह अनुरोध करूंगा कि क्या मंत्री महोदय संसदीय रूप से इसकी इंक्वायरी करायेंगे जिसमें हम लोगों से भी राय ली जाएगी कि कैसे इसको प्रॉफिटेबली चलाया जाए ?

श्री जगदीश टाइटलर : मेरी इन्फार्मेशन के हिसाब से They have already approached.

और अगर नहीं करा तो... (**व्यवधान**)

Let me complete please.

मैंने कहा कि नहीं करा तो हम जरूर आपसे भी पूछेंगे। मैं आफिसर्स से यह भी कहूंगा कि वे कोल कम्पनीज में जाएं और सारी फैसेलिटीज दें। हमें तो बेशक ऐठ कॉस्ट भी अगर भेजना पड़े पांच महीने के लिए, छः महीने के लिए तो so that कि रूट को हम पापुलर कर सकें जिससे दूसरे लोग भी फायदा उठाएं, हम पूरा कर देंगे।

श्री चतुरानन मिश्र : कब तक यह इंक्वायरी होगी ? कोई टाइम लिमिट बताइए आपकी इंक्वायरी की ?

श्री जगदीश टाइटलर : मैं तो आज के बाद ही आपकी बात को..... (**व्यवधान**)...

श्री चतुरानन मिश्र : अभी तो हम लोग सब वोट देने जाएंगे, अभी मत करिए।

श्री जगदीश टाइटलर : मैंने कहा आज के बाद ही । मैं इसलिए कह रहा हूं... **(व्यवधान)** ...

उपसभापति : मंत्री जी कह रहे हैं कि जितनी जल्दी आप उनके पास आएंगे, उतनी जल्दी वह आपसे बात करेंगे ।

श्री चतुरानन मिश्र : पहले वह कहेंगे, तब आएंगे हम ।

उपसभापति : आज तैयार हो जाइए, कल तैयार हो जाइए । श्री यशवंत सिन्हा ।

श्री चतुरानन मिश्र : महोदया, एक बार रोड के लिए यह मारुती से जा रहे थे, अभी तक तो वह रास्ता ठीक नहीं हुआ है कि मारुती से पहुंचेंगे, यह हाऊस में बता दूं, इस बीच में सरकार चली जाती है । इस बार हम समझते हैं कि ऐसी दुर्घटना नहीं होगी ।

श्री जगदीश टाइटलर : मैं आपको यह बताना चाहता हूं, आपने यह बात सड़क की कही, कि मैं वहां गया था और मुझे बड़े दुख के साथ कहना पड़ता है कि जो माल सेंट्रल गवर्नमेंट की तरफ से भेजा गया था, जब मुझे वहां के लोकल आफिसर दिखाने गए थे, माफी के साथ कहना चाहता कि सड़क बनाने के लिए जो माल था, वह भी गायब था, करने वाले भी गायब, उसके बाद फिर जब कहा जाए और फिर उसके बाद मेरी चीफ मिनिस्टर से बात हुई, चीफ मिनिस्टर ने मुझे कहा कि मैं अपनी जिम्मेदारी लेना चाहता हूं, उसके बाद काम शुरु होने लग पड़ा है ।

श्री चतुरानन मिश्र : कम से कम आप तो सेफली रिटर्न हो गए ।

उपसभापति : यशवंत सिन्हा जी ।

श्री शंकर दयाल सिंह : हमारे चीफ मिनिस्टर ने पब्लिकली कहा है, मैं नाम नहीं लेता हूं, एक सिने-तारिका का नाम लेकर कहा है... **(व्यवधान)** ... कि सरकार की तरफ से हम सड़कें बना देंगे ।

श्री जगदीश टाइटलर : अरे भई, मैंने तो तारीफ करी है आपके चीफ मिनिस्टर की । ... **(व्यवधान)** ...

श्री चतुरानन मिश्र : यह लौटकर चले आए हैं, इसके लिए धन्यवाद नहीं देते हैं ।

SHRI YASHWANT SINHA: Madam, this whole concept of national waterways, of which the Haldia-Patna-Allahabad route was the first, is a clear example of a very good concept having been wasted over the years. I was associated with this whole venture and I know that planning was done. The Ganga was declared a national waterway on the basis of very definite information of cargo loads which would become available. It is not as if we were all talking the air. If it has not become available, I suggest that the Minister should look into it very seriously to find out what has gone wrong. For instance, have you considered containerisation? There is a lot of cargo which can move from Patna and from upstream from Patna through containers. You are talking of multimodal mix, of road transport to the river station and from there by steamer or by boat. That also can be achieved. So, I will suggest that this is something which should be examined. The Minister has mentioned about the 600 tonne vessel. They demand a certain draught in the river. So, I would like to know specifically, let us say between Haldia and Patna, how many days in a year have you been able to maintain that draught which would have made it possible for the boats to ply? If you have not been able to maintain the draught, the boats cannot ply. So, how many days in a year have you actually been able to maintain the required draught and how many days have your boats plied? This is necessary because certainly of the movement of cargo is a very important aspect of this mode of transport. If the transporter knows that his cargo will take three months to move, then he will not prefer your transport.

THE DEPUTY CHAIRMAN: Let him reply, or he will look into your suggestions.

SHRI JAGDISH TYTLER: First of all, I would like to say that the suggestions given by the hon. Member are very good. My officers would find out the possibility of containerisation and other modes. The second thing is, for a kind of ships that are available, we have practically for the whole year the passage clear for them to move about.

THE DEPUTY CHAIRMAN: Next Question.

Concentration of Bangladeshi migrants

*563. DR. MURLI MANOHAR JOSHI:†
SHRI VISHNU KANT SHASTRI:

Will the Minister of HOME AFFAIRS be pleased to refer to the answer to Unstarred Question 63 given in the Rajya Sabha on the 8th July, 1992 and state:

(a) the localities in Delhi where Bangladeshis are mainly concentrated and whether the police maintains a regular record of such persons; and

(b) in what manner the illegal Bangladeshi migrants are earning their livelihood and whether Government have given them the facilities of issue of ration card supply of electricity and water connections?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINSTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) A statement is laid on the Table of the House.

Statement

Based on the report received from the Delhi Administration localities with concentration of illegal immigrants from Bangadesh are shown in the Annexure (See below)

Attempts made in the past to ascertain the exact number of illegal immigrants have not yielded the desired information. The task of identifying them is complex and massive because of ethnic similarities and lack of co-operation and awareness on the part of local population.

The illegal immigrants manage to earn their livelihood by engaging themselves in the informal sector. Certain minimum facilities including facility of Public Distribution System provided to people living in Jhuggi clusters/slum areas may also have been availed of by these immigrants.

Pockets of illegal Bangladeshi immigrants in Delhi

(1) Seelampur
(2) Seemapuri
(3) Azadpur Market area
(4) Nizammudin PS Area Ganda Nala, Barapul
(5) Jangpura-B
(6) Shamshan Ghat near Nizammudin Basti
(7) Defence Colony Area Ansari Nagar, Sadiq Nagar
(8) Cluster around Jama Masjid Opp. Dariba Gate
(9) Alaknanda PS Kalkaji
(10) Railway Colony Ajmeri Gate near Katra Razi Masjid
(11) Yamuna Pushta
(12) Market in Sarai Rohilla.

DR. MURLI MANOHAR JOSHI: Madam, this is a very important question to which I expected a very specific reply from the Ministry, but it is something strange. The questions that I have referred to in my main question are Unstarred Questions 63 of 8th July, 1992 and another No. 52 of 8th July, 1992. Both the questions related to the same problem. If you refer to your answers, you have said, "There are reports of influx of Bangladeshi nationals in Delhi and other parts of the country. Since most of Bangladeshi nationals enter surreptitiously and go underground, no precise figures are available as to how many such persons are living in India." Then you have also said that as soon as they are detected they are pushed

†The question was actually asked on the floor of the House by Dr. Murli Manohar Joshi.